## WEMPHIS APPEAL

GALLAWAY & KEATING Terms of Sanscription, Dally & Weekly

DAILY: () .e copy, six months, by mail WEEKLY:

Bates of Advertising.

search after truth, is no longer dormant among us, while last, but not least, the numerous "Letters from the People," which have been so popular a phase of the APPEAL, testify that men in all classes of life, profesting matter.

o Contributors and Correspondents.

given.
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#### MEMPHIS APPEAL TUESDAY, MAY 14, 1878.

OUR SENATORS AND GOVERNORS. MEMPHIS, TENN., May 10, 1878. EDITORS APPEAL. - A newspaper is neces would therefore ask you to refer to your records and publish a statement showing how many of Tennessee's United States senators, and how many of her governors have come from East, Middle and West Tennessee, respectively. This information is desired particularly by a number of your Democratic readers at this particular juncture, and if you

The above communication emanates from an honored citizen and a leading Democrat abundant and wholesome fruit. of Memphis. In reply to the inquiry of our correspondent, we give below the names of the governors of Tennessee since 1792: GOVERNORS FROM BAST TENNESSEE.

will give it at an early date you will greatly

William Blount, Territorial governor, 1792 | Hayes's policy. John Sevier, from 1796 to 1801, three A. Roane, from 1801 to 1803, one term. John Sevier, from 1803 to 1809, three

terms. Willie Blount, from 1809 to 1815, three terms.
Joseph M'Minn, from 1815 to 1821, three

A. Johnson, from 1853 to 1857, two terms. A. Johnson, military governor until the in-auguration of Brownlow in 1865. William G. Brownlow, from 1865 to 1869, two terms. Brownlow being elected to the United States senate in 1869, D. W. C. Senter, speaker of the senate, filled out his un or fired term.
D. W. C. Senter, from 1869 to 1871, one

MIDDLE TENNESSEE. William Carroll, from 1821 to 1827, three Samuel Houston, from 1827 to 1829, one William Hall, speake: of the senate, acted as governor after Houston's resignation until the inauguration of Governor Carroll. William Carroll, from 1829 to 1835, three

A. V. Brown, from 1845 to 1847, one

term.
William B, Campbell, from 1851 to 1853, one term. John C. Brown, from 1871 to 1875, two

Isham G. Harris, from 1857 to 1863, three

James D. Porter, from 1875 to 1879, two of Tennessee, Middle Tennessee thirteen, and sals of which Count Schouvaloff was bearer West Tennessee only two-Harris and Pornames of the United States senators from partition of the Ottoman empire, or a combi Tennessee since the organization of our State nation assuring the vitality of Turkey and the complete independence of the christian government, but it will show that East and Middle Tennessee have furnished all the senators with the exception of James C. to the Porte. The Agence Russe claims that Jones, a term before the war, and Isham G. Harris, who was elected two years ago. This statement shows that West Tennessee has Russe also suggests that Europe in congress not furnished her proportionate share of gov- should intrust Austria with the administraernors and senators. This can be attributed tion of Bosnia, and adds that precisely because England and Russia do not desire the in part to the fact that this section of the dismemberment of Turkey an understanding State was a wilderness when the population of is both desirable and bossible. the State was confined to East and Middle have increased in population, and this section of the State has become the largest tax-payer, our people demand their rights, and we are gratified to see a disposition to con-As other sections of the State during the last twenty years honored West Tennessee with senator, positions which had been monopoized by the Middle and Eastern divisions of | quaint them immediately of Russia's definite the State until the west became strong

enough to assert her rights-these having been granted of late year.-West Tennessee will not claim honors equal to those already enjoyed by the two other grand divisions o the State. But she will in future distributions exact her proportionate share. If our correspondent, for whose opinion we enterwith a view of demanding the election of a governor from West Tennessee, until this other two divisions, we are opposed to the were paying taxes and fighting the as for the young men of the present day to claim all the positions of honor, because their fathers had their share before

amateur talent of this city, are events in the no means to be overlooked, for it demonstrates, first, that prosperity is once more in the land, since a portion—small though it be shani. The peasants in Roumanian Bessarathe auditorium of the Theater in order to witness these interesting performances. What is true of the caltivation of music is, we are glad to state, also true as to the progress in knowledge of literature in our midst. The fact that even in hard times—as the last twelve months undoubtedly have been—a multiplication of the Theater in order to witness these interesting performances. What is true of the caltivation of music is, we are glad to state, also true as to the progress in knowledge of literature in our midst. The twelve months undoubtedly have been—a multiplication of the Count Schouvaloff makes it clear that the differences between England and Russia are nomical measure that the lowest possible cost, provide the south with all the Parkinsas, and the Lake City railroad companies are hereby allowed the midstance of the Memphis and International railroad company, a corporation chartered by the State of Arkansas, and the Lake City railroad company, a corporation chartered by the State of the sultivation of music is, we are glad to state, also true as to the progress in the whole treaty be placed before the confirms the above, but says it is felt there will withdraw to tirrevocable, the latter will withdraw to tirrevocable, the latter will withdraw to tirrevocable, the latter will withdraw to tirrevocable, the state will, at the lowest possible cost, provide the south with all the Parkinsas, and the Lake City railroad companies are hereby and companies are hereby and companies are hereby and represent the memphis and International railroad companies are hereby are constant to the demand of England Arkansas, and the Lake City railroad companies are hereby are constant to the Memphis and International railroad companies are hereby are constant to the Memphis and International railroad companies are hereby are constant to the differences between England and Russia are mounted to the Memphis and International railroad companies are constant to the Memphis and International railroad companies are constant to the M public library has been successfully started in avoided. Memphis, under the auspices of the Odd Fellows, speaks creditably for the intellectual development and improvement of our peo- at Woodruff & Co.'s. Call and see them.

The celebrated triple spring and white parties, I have this to say, that if my bill parties, I have this to say, that if my bill parties, I have the sixth and seventh sections of this act shall be in at least the next ten sixth and seventh sections of this act shall be owned and controlled by the same of road authorized by the same parties. I have this to say, that if my bill parties, I have the sixth and seventh sections of this act shall be in at least the next ten sixth and seventh sections of this act shall be in at least the next ten sixth and seventh sections of this act shall be in at least the next ten sixth and seventh sections of this act shall be in at least the next ten sixth and seventh sections of the comparison of the c Memphis, under the auspices of the Odd Fel-

If the saying of inter arma ilent leges be true, if laws sleep during warfare, it is equally true that arts and sciences cannot flourish in such troublesome times. is a cheerful sign of the times, therefore, of prosperity returning to us with the restoration of peace, to see music and literature advancing in our midst. It shows that, as a people, we are not solely engrossed by "cotton and corn," but that the seed has been sown for attaining a higher standard of civilization than has hitherto marked the annals of the by ladies and gentlemen of this city, upon lit-

erary, scientific and social topics, further show that the spirit of investigation, of the search after truth, is no longer dormant sional men, scientists, mechanics and others, take an equal interest in this prog-We solicit letters and communications upon subjects of general interest, but such must always be accompanied by a responsible name.

We will not return rejected communications, appectimen copies sent free of charge. In ordering papers changed from one postoffice to another, the names of both postoffices should be given. educational meet thems, for which Nashville

is so pre-eminent, may also be fostered and flourish in Memphis. The new medical college, which is soon to come into active life, may become the nucleus of a great university, but it will depend upon our people, upon their exertions and upon their liberality, how say with pardonable pride, that it has labored unceasingly in furthering this progress, that the salmon has all the labored and interviewed him in regard to that bill and his attitude toward the Tom Scott scheme, t has always been in the lead in stimulating | with the following result: this advance; and it is with pride and pleasure therefore, that it can point to the fruits which is advancing in civilization as rapidly as any other in the Union. At the same time it calls upon its constituents to be up and doing, not to relax in their efforts, but to of a Southern Pacific railroad, and have

THE State senate of Ohio yesterday postponed till next January consideration on a resolution introduced indorsing President

than they have done in the past, to show to the

HEAVY frosts have done considerable damage to crops in portions of New York and Pennsylvania.

### SUNDAY CABLES.

The Would-be Assassin of Emperor William Turns Out a Thoroughbred Communist, who would become a Martyr to his Cause-The Latest Developments en the Eastern Question.

Berlin, May 12.—At an official examina tion of Hoedel, the prisoner stated that he is a native of Leipsic, and was born in 1857 He denied that he fired at the emperor. affirmed that he was without work, and intended to show to the rich the present condi tion of the people. He stated that he shot once at himself, and could not account for the other three shots which were wanting in the chamber of his revolver. He thought he might have discharged them in his absence of mind. The prisoner was in possession of terms.

Newton Cannon, from 1835 to 1839, two several socialistic and democratic writings tickets of membership of several Berlin so several socialistic and democratic writings, cialistic unions, and a likeness of two socialistic leaders. He declared that he belonged to no party, but was an anarchist, the enendition of society and public institutions It further resulted from the investigation that Hoedel formerly frequented socialistic meetings near Lepsic. The other prisoner, Krueger, appears to be innocent, and, it is reported, has been liberated. He was arrested because he endeavored to protect Hoedel against the assaults of the excited crowd. Telegrams congratulating the emperor o his escape have arrived from all the German princes and European sovereigns. To-day the emperor received the royal family, the ministry and field marshals, who came to con-

gratulate him. COUNT SCHOUVALOFF'S TRIP. St. Petersburg, May 12.-The Agence Russe states that although it yesterday observed it was impossible to know the propo it stands to reason they must refer to the only two solutions of which the present question admits, namely, the dismemberment and populations from Turkish administration while leaving them, nevertheless, tributary the latter solution would be advantageous for Turkey, and is the only wise and temperate one practicable at present. The Agence

Constantinople, May 12.—By order of the sultan the Porte is elaborating bills for all the States east of the Mississippi river; it sweeping administrative, judicial, financial and military reforms. Four commissions will be appointed by the sultan, composed of leading native and foreign personages, who will be instructed to convert these bills into executive laws in one year.

NIHILISTS ARRESTED. LONDON, May 12 .- A Vienna correspondent of the Standard asserts that Russia has inresolutions resulting from negotiations with England, and that Russia would then request the services of the powers to remove any difpeaceful settlement. Nearly one hundred and fifty persons wer arrested at Warsaw as accomplices of the Nihilist secret national Russian government,

TODLEBEN'S MOVEMENTS. A special Constantinople telegram states House and Mathews bills provide for one that in consequence of the peremptory demand of General Todleben for the surrender of the fortresses, accompanied by a threat to enter Constantinople, the cabinet council twenty-six thousand dollars per mile, and from Donaldsonville, in said State of Louisi-have decided to evacuate all three of the two hundred and fifty miles (through the ana, to Orange, on the Sabine river, in the rather suddenly, upon the report of Osman Pasha that the Turkish army was not in a condition to resist the occupation of Con-

ten with terror and was ready to cede any-thing if the Russians would go away from government now pays every year interest to Constantinople. Todleben peremptorily urged the amount of three million four hundred evacuation, but adroitly offered to fall back if

and more westward. The Russians say they progress of the civilization of our people by have ceased to have active operations against the insurgents.

A special from Bukarest reports the Rus-

-of the population has wealth enough to rabia have ceased to pay taxes to Roumanian

JOHNSTON'S COMPROMISE.

Interesting Interview by Our Washington Correspondent with Senator Johnston, the Author of the Compromise Bill for the Southern Pacific Railway,

Bluff City. The numerous lectures delivered | Which Does Away with the Infamous Fraud Sought to be Practiced upon this City by Other Measures, and Makes Memphis an Eastern Terminus,

> Abolishing All Local Controversy an Jealousy by Also Making Termini of Vicksburg and New Orleans-Full Text of the New Bill.

Special Correspondence of the Appeal. Washington, May 8.—Senator Johnston of Virginia, having, as I learned from a friend of his, been grossly misrepresented in an Associated Press dispatch, in connection with a synoposis of the bill he recently introduced in the senate for the purpose of incorporating The Texas and Pacific railroad company, to great this success shall be. The APPEAL can aid in the construction of its road, and for

Question-I see from an Associated Press dispatch from this city, giving a synposis of your bill introduced on the second instant, of these labors; that it can show that you are represented as being a hearty to the world that it represents a community supporter of the Tom Scott scheme as set which is advancing in civilization as rapidly forth in the House and Mathews bills. How do you reconcile that with the introduction Answer-I have always been an advocate

strive to achieve even more in the future specially desired that any bill introduced in congress to secure aid for such a measure should provide for desirable connections with world that the golden seed has been planted the whole railroad system of the south, for in fertile soil, and that it will bring forth instance, at Memphis. The bills before congress not satisfying me in this and other particulars, I introduced bill No. 1186. The House and Mathews bills have many good teatures, but they do not go far enough; therefore, I could not support them without important amendments. One principal ground objection to them is the ambiguous phraseology in regard to the terminus to be ound in the twelfth section of the Mathews all. In that section we find provision made for the appointment of five commissioners to locate a terminus, "whose duty it shall be," is the language of the bill, "to examine the various proposed routes between the Missisand after considering all questions of dis-

tion with the Atlantic seaboard, to report," ads centering in those cities, or with which their lines of road connect, and, therefore, to the detriment of the interests of all the southern States east and west of the Mississippi river. If the object be to promote forgn commerce, of course New Orleans would be the place, as that best calculated whereat to reach that end. Another objection, and a weighty one, is that the House and Mathews bills do not compel the Texas and Pacific company to go to the Mississippi, and there being no provision for a land-grant or money ranch, and nothing in the nature of an ob oads or franchises for roads to the Mississippi, the language of the bill being that "to acquire or construct, maintain and operate the said main trunk road from a point of said main trunk, as now constructed, to the Mississippi river, \* \* \* the first-mortgage bonds of said company MAY be executed and

Ques.—You do not suppose the House or Mathews bills can pass the house and senthe Texas and Pacific company insist upon a subsidy from Fort Worth to San Diego, and do not believe this or any other congress could or would subsidize that road one mile

issued," etc., on that branch alone.

Ques .- What are the chances of your own i going through? Ans .- That is hard to tell. It is a new neasure. But as far as opinion has been tested, I am led to believe that it is regarded very favorably. Ques .- What are the special features o our bill which in your opinion would secure its precedence over all others?

Ans.-First, my bill provides for the exension of the Galveston, Harrisburg and San Antonio railroad from San Antonio to El Paso along the Rio Grande, thus solving the uestion of frontier protection, since, according to existing surveys, the road will pass through or touch at every fort and camp along that comparatively unprotected bor-This road will also afford quick transportation for troops and supplies, open to our people the very profitable interior commerce of Mexico, and ultimately lead to the construction of connecting roads through Mexican territory. Secondly, my bill prowith Memphis, Vicksburg and New Orleans, thus putting a stop to the jealous clamor which for some months past has threatened the House and Mathews bills. Thirdly, my bill prevents the possibility of another credi mobilier or anything like corruption, limiting the subsidy as it does to only ten thousand dollars a mile. That sum is sufficient, with the land-grants, to

the roads without leaving surplus for corruption or other illegal purposes. It also provides for more miles of road than the House and Mathews bills, while the total amount of subsidy in green-backs (not bonds) will be just one-half the subsidy provided for in those bills. My bill provides for the construction of one thousand nine hundred and forty miles of road, with three connections to the Mississippi river, at ten thousand dollars per mile, whereas the Sec. 4. thousand four hundred miles, without any connections to the Mississippi at, for one thousand one hundred and fifty miles, twenty-six thousand dollars per mile, and the total provided for in my bill being nine teen million four hundred thousand dollars My bill, you see, will build five hundred and forty miles of road more than the House and Mathews bills, at just one-half the cost

bills confine it to one company already under | ments, buildings, sidings and other appurthe control of the Pennsylvania railroad com- tenances necessary and sufficient for the busipany, which owns and controls several thou-ness thereof, the President of the United sands of miles of road more than any other States shall appoint a commissioner, or com-similar corporation in the country. My bill missioners, not exceeding three in number, to is a measure in the interest of anti-monopoly, examine the same, and report, under oath, points of identity between it and the Sapp bill, indeed it is that bill over again with the addition of provision for the New Orleans and Vicksburg connections. It is the bill to (popularly known as greenbacks), or any lawwin with. The only bill that is likely to pass

J. M. K. A Bill Amendatory of and supplementary to the act enti-lied "An act to incorporate the Texas Pacific rail-road company, and to aid in the construction of its road, and for other purposes," approved March 3, 1871, and the several acts amendatory thereof Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texas

this congress.

and Pacific railway company is hereby authorized and empowered to extend, lay out, locate, construct, furnish, maintain and enjoy its line of railroad and telegraph from its present western terminus at Fort Worth, in Tarrant county, State of Texas, westwardly through the State of Texas to the Rio Grande, to a point at or near El Paso, there to meet and connect with the completed road and telegraph line authorized to be constructed by he second section of this act; and the said Texas and Pacific railway company shall con-struct and put in operation at least one hun-dred miles of its railway from its present terminus at Fort Worth, westwardly, within two years after the passage of this act, and not less than one hundred miles for each year, or not less than two hundred miles every two years thereafter, and shall complete the same to a point at or near El Paso, within six years from the passage of this act. Section 2. That the Southern Pacific railroad company, a corporation organized under the laws of the State of California (being the ame corporation mentioned in the twentythird section of said act of March 3, 1871), i hereby authorized and empowered to extend. lay out, locate, construct, furnish, maintain and enjoy its line of railroad and telegraph rom its present eastern terminus in the Territory of Arizona, eastward, along the route or line of the present Texas Pacific railroad, as described in said act; or, if a more practicable route or line on or near the thirty-secsippi river and the present constructed road ond parallel of north latitude is found, then of the Texas and Pacific railway company, along such more practicable route or line to the Rio Grande at or near El Paso, there to tance, cost and transportation routes, in view meet and connect with the constructed road of foreign as well as domestic trade and com- and telegraph of said Texas and Pacific railnerce, and also in view of an eligible connec- | way company, and with the constructed railtion with the Atlantic seaboard, to report," road and telegraph of any other company in etc. A critical examination of this language leads to the conclusion that the and that upon the passage of this act all the Texas and Pacific railroad, by virtue of it grants of lands, and other grants, rights granted and conferred upon the Texas Pacific railroad company, or the Texas and Pacific railway company, on or pertaining to that part of its route west of the Rio Grande, shall be deemed to have lapsed and terminated as to said company, and are hereby transferred to and

vested in the said Southern Pacific railroad Southern Pacific railroad company in the construction of its said railroad and telegraph line to the Rio Grande, as above provided there be, and hereby are, made, transferred, confirmed to, and vested in said Southern Pacific railroad company, its successors and igation compelling that company to buy any assigns, the same grants of right of way, of right, power, and authority over the public lands adjacent to the line of said railroad and elegraph, of alternate sections of public lands, and of every other right, power, privi-lege, and immunity west of the Rio Grande, which, by the terms of said act of March 3, 1871, were made, granted, and given to said Texas Pacific railroad company, and by said supplemental act to said company by the name, style, and title of the Texas and Pacific railway company.

company shall accept the provisions of this act, it shall be, and is hereby required to build from the most eligible point on its present constructed line of railroad, a railroad beyond the point of junction with the South- and telegraph line to ship's channel in the said company shall commence work upon the extension of its road as provided in this act within one year after the passage of this act, and shall complete one hundred miles within one year thereafter, and not less than fifty miles in each succeeding year thereafter until the same shall be fully completed and equip-ped to the Rio Grande; the whole, including the connection to San Diego, to be completed within six years after the passage of this act. Sec. 3. That the Galveston, Harrisburg and San Antonio railway company, a corporation duly organized under a special char-ter of the State of Texas, and thereby authorized to extend its line to such terminus upon the Rio Grande as the directors of said company select, is hereby authorized and empowered to extend, lay out, locate, construct, furnish, maintain, and enjoy a line of rail-road and telegraph to be known as the Mexi-can and Pacific extension of the Galveston, Harrisburg and San Antonio railway, from its present western terminus at San Antonio vides for satisfactory railroad connections for all the States east of the Mississippi river; it gives Texas two instead of one line to El Paso, and provides positively for connections at or near El Paso, so as to connect with the railroad and telegraph line of the said Southern Pacific railroad company, authorized to be constructed by the second section of this

The said Galveston, Harrisburg and San Antonio railway company shall con-Mexican and Pacific extension and telegraph a line from its present western terminus at San Antonio, within two years from the passage of this act, and not less than one hundred miles for each year, or not less than two hundred miles every two years thereafter, and shall complete the said extension of its railroad and telegraph line, continuously. from San Antonio to a point at or near H Paso, within six years from the passage of

ized by the laws of the State of Louisiana, is hereby authorized and empowered to extend, lay out, locate, construct, furnish, maintain, and enjoy its line of railroad and telegraph ation between Orange and the city of Hous-Sec. 5. That the International and Great Northern railroad company, a corporation created by the laws of the State of Texas, is lay out, locate, construct, furnish, maintain

ereby authorized and empowered to extend, ting, under the corporate seal of said com and enjoy its line of railroad and telegraph six months after the passage of this act, and from its present western terminus, at the city not afterward, and shall be deposited in the population and prosperity her power and her rights have been respected. During the last twenty-two years West Tennessee has been given two governors and one United States senator. Appreciating this justice, and determined on claiming a senator and a governor. There is to be no written content of the population and prosperity her power and her rights have been respected. During the last swallowed, and the Russians have promised, addition to the legitimate burdens of the swallowed, and the Russians have promised, addition to the legitimate burdens of the population in the state of Texas, to the city of San Antonio, in said State; and from its provisions of this according to the correspondent's information, to retire to Adrianople and Dedragatich, and quit Erzeroum, as soon as the three fortresses swere surrendred. The bait was swallowed, and the Russians have promised, addition to the legitimate burdens of the population in the State of Texas, to the city of San Antonio, in said State; and from its provisions of this according to the correspondent's information. They provide for its repetition. They provide for the assumption by the United States of the State of Texas.

See Autonio, in said State; and from its provisions of this according to the correspondent's information. They provide for its repetition. They provide for the assumption by the United States of the State of Texas, to the City of San Antonio, in said State; and from its of San Antonio, in said State; and from its provisions of this according to the correspondent's information. They provide for its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in said State; and from its of San Antonio, in remined on claiming a senator and a governor when entitled to on; we shall insist that East Tennessee is entitled to the privilege of furnishing the next governor.

ROPEFUL SIGNS.

The successful rendition of such operas as Fra Diavolo and The Bohemian Girl, by the amateur talent of this city, are events in the analysis of the people with the settled by verbal agreement.

Mental will be settled by verbal and fifty thousand dollars per annum for fifty years—which, as in the case of the Union and Central Pacific railroads, the people would doubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people, my bill provides for the payment of subsidy in greenbacks, for which four per cent., or eight hundred thousand dollars per annum for fifty years—which, as in the case of the Union and Central Pacific railroads, the people would doubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people, my bill provides for the payment of subsidy in greenbacks, for which four per cent., or eight hundred thousand dollars per annum for fifty years—which, as in the case of the Union and Central Pacific railroads, the people would doubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people would obubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people would obubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people would obubtless have to pay. Obviating such an increase of the Union and Central Pacific railroad companies of the people would obubtless have to pay. Obviating such an increase of the very heavy tax-burdens of the people would obubtless have to pay. Obviating such an increase of the very have the construction of the several lines of railway hereinbefore authorized, the cons ernment by the railroad companies, thus really saving to the people the two million dollars per annum of the House and Mathews bills, said State, so as to form an all-rail line from any company to lands for roads heretofore the insurgents.

A special from Bukarest reports the Russians as forming intrenched camps at Faksians as forming intrenched camps at Faksians. The peasants in Roumanian Bessarasian have ceased to pay taxes to Roumanian and Mathews bills, it issued rabia have ceased to pay taxes to Roumanian and Mathews bills, it issued rabia have ceased to pay taxes to Roumanian and Mathews bills, it issued rabia have ceased to pay taxes to Roumanian and Mathews bills, it issued rabia have ceased to pay taxes to Roumanian and Mathews bills, it issued to round an ani-rail line from the city of Shreveport to the city of Shrevep of the population has wealth enough to find leisure for the production of the highest branches of music; second, that there is a decided advance in public taste, because large audiences were attracted to crowd the auditorium of the Theater in order to the auditorium of the Theater in order to the auditorium of the Theater in order to the auditorium performances. What

years, it would be under charters from the States which would preclude any interference by congress for the regulation or prorating of vice-president and chief-engineer that ten or shall be commenced within twelve months freights. My bill gives congress the right to more consecutive miles of any portion of the after the passage of this act, and shall be control and regulate the prorating of freights, line of railroad and telegraph which said completed in accordance with the provision preventing monopoly in that respect; it also divides the total of distance between the Pacific and the Mississippi river between six ted in accordance with the provisions of this act to construct, have been completed in accordance with the provisions of this act that the railroad and telegraph lines of companies, whereas the House and Mathews act, and are ready for service, with equip- the Texas and Pacific railway company, and for that, as well as the reasons given above, should receive the hearty support of the press and the people, and pass both houses as a real Southern Pacific railroad bill.

With this the interview concluded, the senator expressing himself gratified at an opportunity to put his views before the people of Memphis, for whom he has always been a most friendly advocate. That the readers of the APPEAL may see and know what Senator to communicate such fact to the secretary of the President from said companies as to the said point of junction of the lines of railroad and telegraph line have been constructed and equipped as required by this act, it shall be the duty of the President from said companies as to the said point of junction of the lines of railroad and telegraph line have been constructed and equipped as required by this act, it shall be the duty of the President from said companies as to the said point of junction of the lines of railroad and telegraph dent of the United States to appoint three commissioners, citizens of the United States, and free from all personal or corporate inter-Johnston's bill is I append it. A careful the treasury, and the secretary of the treas- est in any of the said lines of railway, whose reading of it will discover to the reader many ury shall thereupon deliver to the president duty it shall be, taking into view the rights of said company, or to any person duly au-(popularly known as greenbacks), or any lawful money of the United States, at the rate of ten thousand dollars per mile for each mile of railroad and telegraph line so constructed and equipped Sec. 9. That each of the said companies so

receiving aid from the government of the United States, as provided in the foregoing, shall be obliged at all times to transport suptelegraph service that the government of the United States may require, over those por-tions of their lines of road constructed under the provisions of this act, at such fair and reasonable rates of compensation for said postmaster-general, or the secretary of the interior, for their respective departments, in companies respectively, not to exceed the amounts paid by private parties for similar services. And the government shall, at all times, have the preference in the use of the said roads and their facilities for the purposes aforesaid. And all sums of money earned by the companies in the first, third, fourth, fifth, sixth, and seventh sections of this act for services to the government in this section provided for shall be credited to said companies respectively, and no money shall be paid out of the treas ury for such service until the whole amount advanced to said companies respectively, together with four per centum interest per annum thereon, shall have been repaid to the Sec. 10. That the rights of the government

provided for in the preceding section as against the companies named in the first, third, fourth, fifth, sixth and seventh sections of this act, both as to preference of service, and as to the withholding of payment therefor until all advances of money made to any of said companies are repaid, shall be continuing rights, running with the property, against present or future proprietors of the said railroad and telegraph lines so receiving aid in money under the provisions of this act And if the sum advanced by the government, together with four per centum interest per annum thereon, shall not have been repaid at the expiration of twenty years from date of the final completion of said railroad and telegraph lines, respectively, then the account between the government and the said railroad companies, respectively, shall be stated and adjusted under the direction of the secretary of the treasury; and to the aggrebe then due to the government there shall be added interest at the rate of four per centum per annum for another period of twenty years, which last aggregate sum of principal and interest shall be paid by the said compa-nies, respectively, in forty semi-annual pay-ments; provided, That whatever sums are earned by the said companies, respectively, for services rendered to the government as hereinbefore provided, shall continue to be credited to the said companies, respectively, essary, after allowing such credits, to make up the amounts so to be paid semi-annually by the said companies, respectively, shall be paid out of the earnings of said companies. respectively. And the government of the United States shall have a lien upon the earnings of the said companies, respectively, for such amounts as may be necessary to make up said semi-annual payments, which lien shall have precedence over all other liens whatsoever, and may be enforced in such manner as congress shall direct.

Sec. 11. All railroad and telegraph lines receiving aid under the provisions of this act shall be on an equality as to all consigned through business passing either way; and no unjust discrimination in charges for freight bay of San D. 190, on the Pacific coast. And or passengers shall be made by or against either, but the same charges per mile for passengers and per ton per mile for freight shall tion of such lines as shall be charged on similar business from such junction on its owa line; and all freight and passengers shall be forwarded in either direction as consigned; and except as to the ownership and general management of such connecting roads, and the divisions of earnings, said roads shall be operated so as to practically form one line, and secure to each railroad company and to the public the ac-commodation and advantages of a through line at all points of junction; and each com-pany named in this act shall have the right o contract currently for the transportation of reights and passengers destined to, or shipped from, its road to or from any point on the road of any other company named in this act, at the then established rates of freight and fare, and may issue through bills of lading and passenger tickets, and may maintain gencies on the line or at the termini of the road of the other for said purposes, and shall be afforded privileges and facilities for transacting such business at such points equal to those enjoyed by the company owning such road. And congress shall at all times have the right to regulate rates for the transportation of freight and passengers, and for tele-graphic service, over all the lines east of the Rio Grande the construction of which is authorized by this act, and over the entire line of the Southern Pacific railroad company from its eastern terminus on the Rio Grande to San Pedro and San Diego on the Pacific coast; and to exercise a general supervision and control, so far as it shall be necessary so to do in the interests of the government of

the United States, and the citizens thereof, to secure prompt transportation for the govern-Sec. 12. The gauge of all the roads authorized to be constructed by the provisions of this act shall be uniform, and shall be the standard adopted by the government of four feet eight and one-half inches. Said roads shall be constructed in a substantial manner, and properly equipped, with a view to the safety of passengers and the safe transportation of freights and mails; and no iron rails have decided to evacuate all three of the fortresses—Shumla first, then Varna, and afterward Batoum. The decision was taken afterward Batoum. The decision was taken bern proided for shall be of American manufacture. Sec. 13. That the acceptance of the terms conditions, restrictions, and impositions of this act by each of the railway companies named in this act, shall be signified in wripany, which acceptance shall be made within

the Mexican and Pacific extension of the Galveston, Harrisburg and San Antonio railway company, and of the Southern Pacific rail road company, shall meet and form a junction each with the others at a point in common on the Rio Grande, at or near El Paso, and interests of the said railroad companies respectively and those of the United States and of the citizens thereof, to determine and designate the said point of junction; and their report thereon, when approved by the President of the Uni ed States, shall be definite settlement of the question, and be pinding upon each of said companies. Sec. 17. That if either of the railway com panies named in this act shall fail or refu

of this act, any circuit court of the United plies, munitions, and materials of war, the United States mails, and do all manner of court of any Territory having jurisdiction. may, at the instance of either of the compa nies, or of any person aggrieved thereby any other proper writ, order, judgment of decree. Any officer, agent or employe of government service as may be agreed upon and adjusted by the secretary of war, the shall violate any of the provisions of this act on conviction thereof, shall be punished by a conjunction with the proper officers of said | fine not exceeding one thousand dollars, or by imprisonment for not less than one month nor more than six months, or by both such fine and imprisonment. Sec. 18. Nothing in this act contained shall be taken as in any manner affecting the relations and questions pending, or that may hereafter arise, between the Texas and Pacific

railway company and the State of Texas under the laws of said State. Sec. 19. If either of the companies named in this act shall fail to construct annually the number of miles of railroad and telegraph line which they are respectively required by the provisions of this act to construct, of and telegraph respectively within the full time prescribed by the provisions of this act then congress shall have the right to deal with the whole subject-matter as may be thought proper, in order to secure the purposes of this act; and to that end may grant relief to any of the said companies, or prive said companies, or any of them, of any of the rights and privileges granted by this

#### TELEGRAMS.

London, May 13: Silver 58% pence per London, May 13: The Sardinian has been floated, and returns to Liverpool. London, May 13: The wife of John Bright died of apoplexy to-day at Hochdale New York, May 13: Hon. Murat Halstead editor of the Cincinnati Commercial, returned from Europe to-day. London, May 12: The amount of bullion gone into the Bank of England on balance to-day is fifty thousand pounds.

Wilmington, Del., May 12: Wm. Thomas has been acquitted of the murder of his wife here last April, on the ground on temporary insanity Columbus, O., May 13: In the senate a resolution was offered and adopted providing for an adjournment next Wednesday morning

London, May 13: The cotton masters have granted the operatives their request for an promise will be effected Philadelphia, May 12: Ex-Coroner J. G. L. Brown died, aged ninety-three years. He

Press, under Colonel Forney. London, May 13: The queen and crown princess of Germany and the Duke of Cambridge to-day reviewed fourteen thousand regular troops at Aldershot. Rome, May 12: The Courier d' Italie considered authoritative, announces unde due reservation, that France is in treaty with the Bey of Tunis for the cession of that re-

gency to Algeria. New York, May 13: General Thomas H Dakin, captain of the American rifle-team, died suddenly this morning. The general attended Plymouth church last evening with the Thirteenth regiment. Sau Francisco, May 12: Thaddeus Amat the Roman Catholic bishop of Monterey and Los Angeles, died at Los Angeles, this morn-

ing, aged sixty-seven years. The funeral will take place on Tuesday morning. Berlin, May 13: Among the telegrams con gratulating the emperor upon his escape from assassination, was one signed, "The Presi-dent of the French Republic-MacMahon," which has made an especially favorable im-

Belgrade, May 12: Ten thousand recruits for the Servian army, drawn by conscription from Servia and the new Servian provinces, have arrived at the drilling stations and are being prepared to join their battalions in

ard, from Manchester, says the symptoms of a compromise are showing themselves. A request has been made to the masters' secretary for an interview with his principals on Tuesday. Peoria, Ill., May 12: The grand jury of this county yesterday brought in a bill of in-dictment against W. O. Storey, editor of the

Chicago Times, charging him with libeling o-day at noon at the residence of Thomas

C. Beecher. The funeral will take place on l'uesday morning at ten o'clock, at the Park church in this city. Ellsworth, Me., May 12: The visit of the chooner Venus to Southwest harbor, was simply an effort to sell the schooner to the The officers laughed at the idea, and said that they had no need for such versels. It is impossible to tell when the Cim-

bria will leave. Manchester, N. H., May 12: Notice of a cut-down of about four per cent. is posted in the Langdon mills. The operatives of other corporations anticipate the same notice this week. The Stark mills have discontinued the manufacture of linen goods on account of dullness in the market, and now manufacture

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and rapid cure for any form of Fever and Ague. Its effects are permanent and certain, and no injury cure for Fever and Ague in all its forms, it is also a superior remedy for Liver Complaints. It is an excellent tonic and preventive, as well as cure, of all complaints peculiar to malarious, marshy and miasmatic districts. It acts directly on the Liver and biliary appartus, thus stimulating the system to a vigorous, healthy condition. FOR SALE BY ALL DEALERS.

establish and maintain stations at such points in said reservations as may be most convenient for the transaction of said government business. And all roads now or hereafter constructed under authority granted by the United States, or by any State traversed by the lines of road authorized ty this act, desiring to intersect at any point with said lines, shall have the right to do so.

Sec. 15. That the lines of railroad and tel-Pacific railroad companies, which are supposed to be owned and controlled by the same of Tennessee.

Texas, to the city of Memphis, in the State United States, or by any State traversed by the lines of road authorized by this act, de-

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Congress.

Elmira, N. Y., May 12: Catherine E. Beecher, sister of Henry Ward Beecher, died

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re the season advances too far, and Dress Patterns sold lately for \$10, \$12 50, \$15 and \$20 will be sold this week for \$5, \$3, \$7, \$8, etc. Spring Silks fabulously cheap.

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